

# The Hongkong Telegraph.

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NEW SERIES No. 6500

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MONDAY, AUGUST 20, 1910.

九月八日

\$50 PER ANNUM

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## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUND .....  
Sterling ..... £1,500,000 £15,000,000  
Silver ..... \$16,000,000 \$15,000,000

RESERVE LIABILITY OF PROP'TORS \$1,000,000

OCCTY OF DIRECTORS:  
G. Balloch, Esq.—Chairman.  
Robert Shaw, Esq.—Deputy Chairman  
F. H. Armstrong, Esq. S. A. Levy, Esq.  
Andrew Forbes, Esq. F. Lieb, Esq.  
G. Friesland, Esq. G. H. Murchison, Esq.  
John H. Henry, Esq. M. Shillim, Esq.  
G. R. Lenman, Esq. H. A. Steba, Esq.

CHIEF MANAGER:  
Hongkong—J. R. S. SMITH

MANAGER:  
Shanghai—H. E. R. HUNTER;  
LONDON BANKERS—LONDON COUNTY AND  
WESTMINSTER BANK, LTD., LTD.  
HONGKONG—INTEREST ALLOWED;  
On Current Account at the rate of 1 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
N. J. STABB,  
Acting Chief Manager.  
Hongkong, 15th August, 1910. (10)

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1857;  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,800,000  
RESERVE FUND ..... £1,800,000  
RESERVE LIABILITIES OF PROP'TRS  
100% ..... £1,800,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 1 per cent. per  
annum on the Daily Balances.  
On Fixed Deposits for 12 months, 4 per cent.  
For 6 months, 3 1/2 per cent.  
For 3 months, 3 per cent.  
WM. DICKSON,  
Manager.

Hongkong, 20th April, 1910. (11)

YOKOHAMA SPECIE BANK,  
LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 10,350,000

Head Office—YOKOHAMA.

Branches and Agents:  
TOKIO. HANKOW.  
KOBÉ. TIENSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCH'WANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTON.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 1 per cent.  
per annum on the Daily Balances.  
On Fixed deposit—

For 12 months ..... 4 1/2 per cent.  
For 6 months ..... 3 1/2 per cent.  
For 3 months ..... 3 per cent.  
TAKAO TAKAMICHI,  
Manager.

Hongkong, 13th March, 1910. (12)

DEUTSCH ASIATISCHE BANK  
CAPITAL FULLY PAID-UP, Sh. Taels 7,500,000

HEAD OFFICE—SWANSEA.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin. Calcutta. Hamburg. Hankow.  
Kobe. Peking. Singapore. Tientsin.  
Tsinan. Tsinling. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank

E. Bleichröder  
Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warthaer & Co.

Mündelsohn & Co.

M. A. von Rothschild & Sons

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Koenig

Bayerische Hypotheken- und Wechselbank

München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK  
LIMITED.

DAVIDSON'S BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTOGESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS required on terms which may be

limited on application. Every description of

Banking and Exchange business transacted.

J. KULLMANN,

Acting Manager.

Hongkong, 24th March, 1910. (13)

## Banks

HONGKONG SAVINGS BANK.

H. H. Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI BANKING  
CORPORATION, Kowloon, by  
obtained in application.

INTEREST on deposits is allowed at 1 per cent.

CHIEF OFFICE: 18th Jlly, 1910.

Acting Chief Manager.

Hongkong, 18th Jlly, 1910.

INTERNATIONAL BANKING  
CORPORATION.

CAPITAL PAID UP ..... Gold \$1,350,000

RESERVE FUND ..... Gold \$1,350,000

Gold \$1,350,000

(about £1,350,000)

HEAD OFFICE—66, Wall Street, New York.

LONDON OFFICE—1 Threadneedle House,  
E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND,  
LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS  
ALL OVER THE WORLD.

THE Corporation transacts every description  
of Banking and Exchange Business, receives  
money on Current Account at the rate of  
5% per annum on daily balances and ac-  
cepts Fixed Deposits at the following rates—

For 12 months 4 1/2 per cent. per annum.

For 6 months 4 per cent.

For 3 months 3 per cent.

N. S. MARSHALL,  
Manager.

No. 9, Queen's Road Central.

Hongkong, 17th August, 1910. (14)

## Insurance

CHINA MUTUAL LIFE INSURANCE  
CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLod, Esq.—Chairman.

C. Stephanis, Esq.

Lee Yung Su, Esq.

J. H. McMichael, Esq.

G. R. Burkhill, Esq.

J. A. Wattie, Esq.—Managing Director.

A. J. Hughes, Esq.—Secretary.

S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered  
under Hongkong Ordinances and under  
Insurance Companies' Act, England.

Insurance in Force ..... \$3,555,885.00

Assets ..... \$3,555,885.00

Income for Year ..... £1,661,550.00

Insurance Fund ..... £1,216,813.00

LEFFERTS KNOX, Esq., Hongkong,  
District Manager.

B. W. TAPE, Esq.,  
and the  
District Secretary.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq.

C. J. Laffes, Esq.

Hongkong, 16th July, 1910. (15)

PEAK TRAMWAYS COMPANY  
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 10.00 A.M. Every 10 minutes

10.00 A.M. to 12.00 P.M. Every 15 minutes

12.00 P.M. to 1.15 P.M. Every 15 minutes

1.15 P.M. to 3.15 P.M. Every 15 minutes

3.15 P.M. to 5.00 P.M. Every 15 minutes

5.00 P.M. to 6.00 P.M. Every 10 minutes

6.00 P.M. to 6.30 P.M. Every 10 minutes

6.30 P.M. to 7.00 P.M. Every 15 minutes

7.00 P.M. to 7.30 P.M. Every 10 minutes

7.30 P.M. to 8.00 P.M. Every 15 minutes

8.00 P.M. to 8.30 P.M. Every 10 minutes

8.30 P.M. to 9.00 P.M. Every 15 minutes

9.00 P.M. to 9.30 P.M. Every 10 minutes

9.30 P.M. to 10.00 P.M. Every 15 minutes

NIGHT CAR.

8.45 P.M. and 9 P.M., 9.45 P.M. to 11.15 P.M.

every half hour.

SUNDAY.

8.00 A.M. to 10.00 A.M. Every 15 minutes

10.00 A.M. to 12.00 P.M. Every 15 minutes

12.00 P.M. to 1.15 P.M. Every 15 minutes

1.15 P.M. to 3.15 P.M. Every 15 minutes

3.15 P.M. to 5.00 P.M. Every 15 minutes

5.00 P.M. to 6.00 P.M. Every 10 minutes

6.00 P.M. to 6.30 P.M. Every 15 minutes

6.30 P.M. to 7.00 P.M. Every 10 minutes

7.00 P.M. to 7.30 P.M. Every 15 minutes

7.30 P.M. to 8.00 P.M. Every 10 minutes

8.00 P.M. to 8.30 P.M. Every 15 minutes

8.30 P.M. to 9.00 P.M. Every 10 minutes

9.00 P.M. to 9.30 P.M. Every 15 minutes

9.30 P.M. to 10.00 P.M. Every 10 minutes

NIGHT CAR.

Extra cars at 8.45 P.M., 10.45 P.M. and

11.45 P.M.

SPECIAL CARS.—By arrangement of the  
Company's Office, ALLDAY'S BUILDING,  
Des Vaux Road Central.

JOHN D. HUMPHREY LTD., LTD.

JOHN D. HUMPHREY LTD., LTD.

JOHN D. HUMPHREY LTD., LTD.

## Mails.

## NORDDEUTSCHER LLOYD.

BRUMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GOVERN" (Capt. G. Bolte, T. 17,300)	WEDNESDAY, 7th Sept., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" (Capt. G. Melbars, T. 17,000)	1st September.
MANILA, ANGOLA, YAP, MAR- VUN, NEWGUINEA, BRIS- BANE, SYDNEY and MEL-	"PRINZ SIEGMUND" (Capt. D. Less, T. 6,000)	SATURDAY, 10th Sept., Daylight.
BOURNE	"COBLEZ" (Capt. H. Raesener, T. 6,750)	About TUESDAY,
YOKOHAMA and KOBE	"BORNEO" (Capt. F. Sambill, T. 5,000)	20th September.
KULAT and SANDAKAN	"BORNEO" (Capt. F. Sambill, T. 5,000)	End of September.

\* Fitted with Wireless Telegraphy New System of Telefaksen.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 26th August, 1910.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length	515 ft.	Docking Length	376 ft.	Docking Length	481 ft.
Width of Entrance	80 "	Width of Entrance	50 "	Width of Entrance	63 "
Water on Blocks	28 "	Water on Blocks	26 "	Water on Blocks	21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Capitalasians Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always on hand, plates, angles and tall shafts all being tested by Lloyd's surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Teachers will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1910.

## THE RAJAH'S RUBBER.

THE GENESIS OF MELBOURNE'S FIRST IM- PORTANT RUBBER COMPANY.  
DELIVERING THE DOLLARS.

The gentlemen adventurers of former times set forth to the hope of capturing treasure-laden galleons, finding gold mines, or discovering hoards of precious stones. Nowadays the Napoleons of commerce search for rubber plantations.

Since rubber increased so greatly in value the world has been ransacked for plantations, and it was thought that no likely corner had been left unsearched—at least, no corner where a forest of full-grown untagged trees could be found. When Mr. Philip Glass, of Melbourne, travelling in the East mainly for pleasure, but nevertheless, with an eye to business, happened to stop at Ipoh, in the Malay Peninsula, and heard that a plantation existed some miles away, with untagged trees ten and twelve years old, he regarded the news with scepticism. But he was offered an option over the property, and after making some inquiries he was glad to accept. He regarded it as a piece of good fortune that he had stopped at Ipoh, contrary to his first intentions, circumstances over which he had no control—the washing away of a railway line and an outbreak of fever on a steamer having made him alter his plans.

Mr. Glass, who returned to Melbourne yesterday morning, secured the option from a European who had obtained it from two Chinese. They, in turn, had gained it from a rajah who is known to his subjects as Hadji Mohammed bin Abu Baker. To complete his purchase, it was, of course, necessary for Mr. Glass to communicate with the rajah. So, in the interests of the Port Smeetham, Rubber Company, a Victorian rotation, Mr. Glass proceeded to Klang, the district in which the rajah lives. There he found it impossible to see the old man.

"He will not see Europeans," the monarch's servants said. "He is in the fields; he has not come home yet." "Come at 7 o'clock, he is not to be seen at present." "He is praying." These were some of the excuses given Mr. Glass through an interpreter for the rajah's refusal to give him a personal interview. On every occasion a big crowd of natives gathered and gazed at the white man with unabashed curiosity. Day after day Mr. Glass sought the rajah at his dilapidated dirty house in the native quarters of the town. He did not live on his rubber plantation at Kuala Lumpur, but close to his little shops and houses, of which he owns about a hundred. The option expired on a Sunday, and on the following day the rajah's attorney told Mr. Glass that, as the money had not been paid on the Sunday, the option had expired. Word was sent to the rajah that under British law the option did not expire until the Monday, as Sunday was a holy day. "It is not a holy day to me," was the reply the rajah sent back. His holy day was Friday, and he made no allowance for the peculiarities of other religions.

Then the rajah was told that, if he would call on the manager of the bank through which Mr. Glass was acting, he would receive an assurance that the money would be paid him when he presented the cheque offered by Mr. Glass; but for two nights the manager waited in vain for the old man's appearance. The curious Malay had said to him, "If the European wants my rubber trees so badly that he would even disturb me at prayers he must pay more money."

At last the welcome news was received that, if the money were brought to the attorney's house at 10 o'clock in the morning, the rajah would sign the transfer of the property, but he must receive payment in cash—he would not be paid by cheque. The purchase money amounted to 47,000 Mexican dollars, equivalent to £49,000, and this money was taken from the bank past the clubhouse and the European settlement to the native attorney's house, on the fringe of the native quarter, in two bullock wagons and a ricksha. The escort consisted of five Europeans.

At the attorney's house was waiting the long-looked-for rajah, who proved to be 78 years of age. "He seemed much older, so shrivelled up was he, and he wore a scanty white beard and straggling mustache. Beside him was his middle-aged son, dressed with some display of finery in honour of the occasion. The stout attorney stood close to the rajah, keeping a suspicious eye on the visitors.

The bags of dollar notes and silver coins—the rajah would accept nothing but dollars—were thrown on the floor of the house, and, as the old man and his attorney counted the bags, scores of natives peeped through the barred windows. The bags were not opened, for they bore the Government seal, and for once the rajah showed no suspicion of European methods. He was evidently a believer in British administration.

"Bless you, my son. May you be prosperous," said the rajah to Mr. Glass in parting, and they left him and his son alone with the money, which by this time is probably buried beneath their ramshackle home, for the Malay puts but little faith in banks. *Melbourne Argus*, July 11th.

## WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METHEROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

## THREE EXPLOSIVE BOMBS, AT INTERVALS OF ONE SEC.

A Black Cross will be hoisted at the same time, superior to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being fired.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

## SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen, San Ki Wan, Stanley, Cape Collinson, Shek Kee, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Severe Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, by signal from the Harbour Office.

For G. T. T. (Telegraphic Department)

1. A CONE point upwards and DRUM below indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and BALL below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards and BALL below indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and DRUM below indicates a Typhoon to the North-West of the Colony.

9. A CONE point upwards and BALL below indicates a Typhoon to the West of the Colony.

10. A CONE point upwards and DRUM below indicates a Typhoon to the North of the Colony.

11. A CONE point upwards and BALL below indicates a Typhoon to the North-East of the Colony.

12. A DRUM indicates a Typhoon to the East of the Colony.

13. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

14. A CONE point downwards and BALL below indicates a Typhoon to the South of the Colony.

15. A CONE point downwards and DRUM below indicates a Typhoon to the South-West of the Colony.

16. A BALL indicates a Typhoon to the West of the Colony.

17. A CONE point upwards and DRUM below indicates a Typhoon to the North-West of the Colony.

18. A CONE point upwards and BALL below indicates a Typhoon to the West of the Colony.

19. A DRUM indicates a Typhoon to the East of the Colony.

20. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

21. A CONE point downwards and BALL below indicates a Typhoon to the South of the Colony.

22. A CONE point downwards and DRUM below indicates a Typhoon to the South-West of the Colony.

23. A BALL indicates a Typhoon to the West of the Colony.

24. A CONE point upwards and DRUM below indicates a Typhoon to the North of the Colony.

25. A CONE point upwards and BALL below indicates a Typhoon to the North-East of the Colony.

26. A DRUM indicates a Typhoon to the East of the Colony.

27. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

28. A CONE point downwards and BALL below indicates a Typhoon to the South of the Colony.

29. A CONE point downwards and DRUM below indicates a Typhoon to the South-West of the Colony.

30. A BALL indicates a Typhoon to the West of the Colony.

31. A CONE point upwards and DRUM below indicates a Typhoon to the North of the Colony.

32. A CONE point upwards and BALL below indicates a Typhoon to the North-East of the Colony.

33. A DRUM indicates a Typhoon to the East of the Colony.

34. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

35. A CONE point downwards and BALL below indicates a Typhoon to the South of the Colony.

36. A CONE point downwards and DRUM below indicates a Typhoon to the South-West of the Colony.

37. A BALL indicates a Typhoon to the West of the Colony.

38. A CONE point upwards and DRUM below indicates a Typhoon to the North of the Colony.

39. A CONE point upwards and BALL below indicates a Typhoon to the North

Intimation.

**Wm. Powell,**  
220.

GENTLEMEN'S  
OUTFITTERS

NEW GOODS

SOFT DRESS

SHIRTS

VERY LIGHT WEIGHT  
PERFECT FITTINGNEW  
CELLNETT

UNDERWEAR

COOL  
SAFE  
DURABLE.BATH  
ROBES

LARGE ASSORTMENT

NECKWEAR

Exclusive Designs

Specially Selected.

ART SHADES

IN  
CREPE DE CHINE

IRISH POPLIN, ETC.

EVERYTHING

FOR

GENT'S WEAR.

W.M. POWELL,

LTD.

28, Queen's Road.

(Opposite Clock Tower)

## Public Companies.

CHINA SUGAR REFINING COMPANY  
LIMITED.

## NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 5% for the half year ending 30th June, 1910, on the Paid-Up Capital.

DIVIDEND WARRANTS payable on TUESDAY, the 30th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to 30th August, both days inclusive.

JARDINE, MATHESON & CO., LTD.,  
General Agents.  
Hongkong, 12th August, 1910.

[540]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

AN INTERIM DIVIDEND of FIFTEEN CENTS per Share for the Six Months ending 30th June, 1910, will be payable on the 1st day of September, 1910, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th day of September, 1910, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 26th August, 1910.

[557]

## Auction.

PUBLIC AUCTION  
OF  
VALUABLE LEASEHOLD PROPERTY.

THE Undersigned will Sell by PUBLIC AUCTION,  
on

THURSDAY,

the 8th September, 1910, at 12 o'clock (Noon),  
at his Sales Rooms, Duddell Street.

ONE LOT.

All those Pieces or Parcels of Ground situate at Kowloon Point and registered in the Land Office respectively as THE REMAINING PORTION of SECTION "A" of KOWLOON INLAND LOT NO. 44, and THE REMAINING PORTION of SECTION "B" of KOWLOON INLAND LOT NO. 44, with the European Dwelling House thereon known as "GLENTHORPE," Kimberley Road.

The Property is held for the residue of the term of 75 years from the 20th June, 1888, created by the Crown Lease of Kowloon Inland Lot No. 44.

Total Area: 6,38 square feet.

Total annual Crown Rent: \$128.33.

For further particulars, Conditions of Sale and inspection of plans, apply to

GEO. P. LAMMERT,  
Auctioneer.

Hongkong, 25th August, 1910.

[558]

## Intimations.

## FURNITURE WAREHOUSE.

LI KWONG LOONG &amp; CO.,

■ ■ ■ ■ ■  
CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE

No. 39, DES VOUX ROAD CENTRAL,  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Material of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:-

"We have pleasure to state that Mr. Li KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & CO.

25th May, 1910.

ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1910.

NEW SHOP!  
JUST OPENED!!

DO NOT MISS LOOKING AT  
OUR WONDERFUL SELEC-  
TIONS OF

RARE JEWELS,  
&c., &c., &c.

MOHIDEEN &  
CO.

Dealers in

CEYLON PRECIOUS

STONES, &c.,

38 & 40, QUEEN'S ROAD

CENTRAL.

Hongkong, 25th August, 1910.

(Hongkong, 25th August, 1910)

## COLONY OF WIDOWS.

TOWN OF SELF-SUPPORTING WOMEN  
IN AMERICA.

## A NOVEL PHEME.

Clearness of vision can never prove the boast of widowed impunity. It is very difficult for a woman to see the road she is to tread when death or destruction has left her with the care of a nursery of babies, each one of whom is asking for food, warmth, tenderness, and home comfort, despite the fact that the stock thereof is bankrupt.

The problem of the widow we usually settle more or less ineffectually by parish relief. Possibly we remove one child after another from the wage-earning mother, to place it in an orphanage, where the place of home and home influences has to be taken by bad dormitories and by the matrons whom mother-charge of the overgrown family leaves much to be desired.

The new widow settlement which has been started by the Charity Organisation Society at Indianapolis is proceeding on quite original lines. Instead of separating and breaking up the small family which has been left to fend for itself, a free home is provided in one of the cottage settlements which have been expressly built for widowed women. If the rent is free, however, there is no hint of charity in the arrangements. There is nothing communistic about the Fairview-colony, and each tenant is perfectly independent, free to work for herself and her children, with absolute control of her own affairs, and allowed to make her living as she chooses.

To Mr. C. S. Groot, an active philanthropic worker, is due the thinking-out of the scheme. During an industrial crisis, a few years ago, the cottages were built by the unemployed of the town, according to a writer in New Idea Woman's Magazine, and about fifty people, chiefly young mothers with children and a few old women, were soon installed. Since then the success has been assured. As soon as a tenant is established trouble is taken to see that she can find employment. A large number travel daily into the nearest town by car, some working as stenographers, some as servants, others in factories. The daily absence of the workers from home provides in its turn work for the old women, who can earn a little by looking after the babies who are too young to go to school.

A large bakery has been established in the settlement, which bakes from seventy-five to eighty loaves a day, and provides employment for a good many of the mothers. The bread is bought by those on the estate, who have no time to take their own loaves. An agent in the town also disposes of the result of the baking, soup, cooked beans, and other articles being also prepared for sale in the colony, and disposed of at a restaurant in the town.

A laundry which is being built will give employment to another batch of widows, enabling many more to find the means of livelihood on the estate instead of taking outside work. Food can be bought at Fairview at market prices, and by an arrangement the widows are encouraged to invest in a ton of coal at a time, paying for it a dollar a month in instalments, instead of adopting the ridiculous plan of buying small quantities, when the cost eventually per ton is almost double.

Perhaps one of the best parts of the scheme is that which abolishes the Lady Bountiful. She is absolutely prohibited. There is no pauperism as coal tickets and a surfeit of visiting, and the object aimed at is that of making each widow as self-supporting and independent as possible. Although there is no interference, tangles are not allowed by the management to lie fallow. There are, mercifully for the widows of Fairview, none of the galling rules and regulations which made life insupportable under most philanthropic undertakings. The common sense observance of these points is, however, insisted upon. The tenants are expected to put their best wits into anything they do for the settlement to be clean and to be honest. In five years, says Mr. Groot, we will have practically solved the problem of dependent women here.

## CONSTANTINOPLE DOGS.

LAKENHED'S ORY OF THEIR BUFFERING

## DECANISATION A CITY.

Constantinople has by no means heard the last of its dogs, says a despatch of July 11. In a recent letter, I wrote of the 2,500 unfortunate animals which were confined under worse conditions on the Walls near the Cinnon Gate. After three weeks they were removed to the near by island of Oria, with its neighbour flat, or Fulver's Island. Lew Wallace introduced into the Prince of India. Let him speak of these two great stones: Oria, arid and bare as a grey egg and conical like an irregular pyramid; flat, a plain on top, with verdure and scattering trees. The other, Prince's Island, he says, Nature intended for summer retreats, but these two, off by themselves, break in winter, apparently always ready for spontaneous combustion in the heated month, for what were they designed? No matter—none were found for them—fitting cases. To wit: Oria became the haunt of hawks despoiling the grimmet acaciaen, while flat was made a Gehenna for criminals.

To day it is Oria which is become a Gehenna for dogs.

The bare, rocky surfaces of the island rise so abruptly from the sea that there is scarcely any beach. On two narrow stretches of sand or among the sharp rocks that line most of the shore—the rest of the island furnishes no refuge—the dogs are living and dying in conditions only a little less cruel and repulsive than on the Walls. There is no water supply on the island, and the little water brought with the best loads of bread is pitifully inadequate. The bread, too, is consumed by the dogs, and, added to this, there is nothing

but whole procedure of the disposal of the dead. The fatal fishermen, who frequent the waters near Oria, are now obliged in certain winds to take flight from parts of the island, and the inhabitants of Port, the nearest of the summer resort islands, are alarmed from the same dangerous source. Indeed this small fraction of the dogs of Constantinople has become a troublesome problem, and no one knows what the solution will be.

The dogs are still being collected, but slowly. The catchers take hold of the animals with long-handled iron tongs, and pile them into wooden crates as if they were so many dead bodies. The crates are taken to the "Golden Horn," where they are dumped at the refuse wharf. Their transfer to a barge, is but one incident in the cruelty and stupidity with which the whole denunciation of the city is being carried out. A man clamps the犬的 tongs about the haunches of a helpless dog and, if he can, a second man grabs him with another pair of tongs and pulls him across the rough wharf to the barge; then comes a final hoist and swing and yelp as the dog is thrown over into the barge, from which with equal gentleness, he will later be lifted, only to be thrown out into the water at Oria. Having gained the shore he will be confronted by angry dogs, jealous of his arrival to share in the scanty supply of bread and water.

Let no one think that the previous homeless life of the Constantinople street dog has prepared him to endure the suffering that is put upon him to-day. The dogs must go, but we dare not kill them. That is the only excuse which the authorities offer for this wholesale cruelty.

## Intimations

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL will RE-OPEN on THURSDAY

MORNING, 1st September.

For Terms for Boarders or Day-schoolers, apply to

THE HEADMASTER.

Hongkong, 27th August, 1910.

[566]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

[485]

STATE OF NORTH BORNEO.

## TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the Revenue Farms in the State of North Borneo from 1st January, 1911, as set out below:

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock noon on the 1st day of October, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1911.

The Farms above referred to are the Opium, Spirit, Gambling, and Pawnbroking Farms for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenders may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. Gibbons & Co., Singapore and Penang, or of Messrs. Gibb Livingston & Co., at Hongkong.

The rental rates for Sandakan fixed by Government for the Opium Farm for 1911, 1912, and 1913 are those specified below:

For every 3 haa packet ... \$0.41  
" 4 " ... 0.19  
" 5 " ... 0.24  
" 6 " ... 0.28  
" 3 chl receptacle ... 7.45  
" 1 tabl. " ... 4.60

Hongkong, 25th August, 1910.

[414]

A TOO STABLE.

LEIGHTON HILL ROAD,

(next to No. 1, Police Station).

HAS established a SHOEZING FORCE at

Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED

SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners instructions.

PRICES:

At the Stables, or anywhere in Hongkong \$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE.

Leighton Hill Road

Hongkong 23rd March, 1910.

[475]

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## Intimation.

A. S. WATSON & CO.,  
LIMITED.  
ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S  
E  
VERY OLD LIQUEUR  
SCOTCH WHISKY  
A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

GENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.

Robert Porter & Co.'s  
BULL DOG  
BRAND  
GUINNESS' STOUT  
in PINTS and SPLITS.

A. S. WATSON & CO.,  
LIMITED,  
ALEXANDRA BUILDINGS,  
Hongkong, 7th July 1910

NOTICE  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—18 per annum.

WEEKLY—38 per annum.

The rates per quarter and per annum, proportions Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post, an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

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On August 21, 1910, at Shanghai, to Mr. and Mrs. S. K. Kao, a son.

On August 22, 1910, at Shanghai, to Mr. and Mrs. S. R. Davis, a son (Kudolph William).

MARRIAGE.

On August 24, 1910, at Shanghai, Maurice Marshall to Margaret Smedley.

DEATHS.

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## CRUISER "S.S. GABRIEL."

## DOCKED FOR EVERLAST.

As announced at the time of her arrival in Hongkong, the Portuguese cruiser *San Gabriel* was drydocked at Kowloon this afternoon. After several months' voyaging on a tour round the world, it is only to be expected that the overhauling of the little warship will entail a great deal of work and, incidentally, much expense—fact that should be good news to the shareholders of the Dock Co. It has been ascertained, in conversation with the officers of the cruiser, that the overhauling of the vessel will mean a nice little bill to the Portuguese Navy; the amount is not likely to be very much under nine to ten thousand dollars.

After re-fuelling, the *San Gabriel* will resume her cruise, departing Southward for Manila and Timor.

## THE GREAT INUNDATION IN JAPAN.

## LATEST OFFICIAL RETURNS.

According to a statement issued by the Home Department, compiled from the reports received up to 3 p.m. on the 17th instant from the prefectoral governments concerned, the loss of life and damage to property caused by the inundation now stands as follows:

Deaths	910
Injured	181
Missing	411
House flooded	4,918
Buildings demolished	3,761
Buildings washed away	3,368
Bridges washed away	1,136
Teachers in river banks	1,077
Landships	536

The number of persons requiring public relief is as follows:—Tokyo, 20,761; Saitama Prefecture, 19,510; Ibaraki Prefecture, 26,700 and Shizuoka Prefecture, 20,000, a total of about 159,000. It appears from the above figures that some of the people reported "missing" are safe, as the number now given shows a decrease of 66 as compared with the preceding report.

THE CALAMITY IN MIYAGI PREFECTURE.

A special dispatch states that the extent of the damage, caused by the inundation is increasing hourly as further reports come in. The bank of the Kita-Kamigawa has given way, Ishinomaki and 7 adjoining villages are flooded. The bank of the Abukuma-gawa has also given way, and the town of Tsuchiura has been entirely washed away. Iwamura and other villages have been flooded, and 350 persons have been drowned.

It is reported from Uzawa, Saitama prefecture, near Tokyo, that the bank of the Tane-gawa gave way at Kitakamuram, at 3 p.m. on the 17th instant, and the people of the village were fleeing from the inundated district.

## STATE EXPENDITURE INVOLVED IN THE INUNDATION.

The measures to be taken by the Government for the restoration of the devastated districts were decided upon a public session of Cabinet held on the 16th instant. The area affected by the inundation includes eighteen prefectures. Counting only the cost of repairing the damaged river banks, this will involve the Government in an outlay of about Y1,000,000. When subsidies to be granted from the State Treasury in aid of local expenditure for the repair of public works, and for the relief of the sufferers, which charge properly devolves on the national purse, are added, the total expenditure to be defrayed by the Treasury in connection with the present calamity will amount to between four and five million yen. The Second Reserve in the Treasury, amounting to only Y1,000,000, is the only fund available to meet this expenditure, and the Government has decided to make good the deficit by drawing on the surplus revenue for last year.—*Japan Chinko*.

## THE FORMOSAN SUGAR INDUSTRY.

## REPORT THAT BOUNTY WILL BE DISCONTINUED.

According to the *Japan Chinko*, the Fiji representative on the Substantive Mr. Miyao, Director of the Industrial Bureau in the Formosan Government who is now in Tokyo on official business, informed those interested in the production of crude sugar in Formosa that the grant of a bounty of Y1 per picul on sugar-cane produced in Formosa will be discontinued from next year, and bounty granted this year on crude sugar at the rate of Y1.50 would also be discontinued at the same time. The business men interested in the Formosan sugar industry are panic-stricken at his announcement.

The total output of crude sugar in Formosa, adds the *Chinko*, is estimated at about 3,000,000 piculs. Of this quantity about 1,000,000 piculs are applied to the sugar-mills in Japan Proper. The bounty granted on the crude sugar produced amounts to over Y4,000,000 which will represent the loss of the Formosan sugar companies. It is thought the bounty may be granted on 500,000 piculs as before, but in any case the Formosan sugar industry will suffer a heavy blow.

CHARGE ON OPIUM SMUGGLING.

SENTENCE IN KOREA COURT.

A Chinese named Wong Shih-tai, aged 32, of Ningpo, was sentenced in the Kote Chih-Sabu court on Thursday (18th instant) to six months' imprisonment on a charge of opium smuggling. On July 24 last, whilst employed as a sailor on board the British steamer *Orion*, accused smuggled about two cans of opium valued at about Y70 by concealing them in his clothing. The offence was detected by a Customs official when the Chinese landed at the port. At his public trial Wong pleaded innocence, maintaining that he had not intended to smuggle the goods, but was merely thinking of disposing of them to some one else or taking them to a friend, as another steamer was in port.

## KOWLOON-CANTON RAILWAY.

## CARRIAGES NAMED ON COMPLETION.

With the approaching completion of the carriages under construction for the Kowloon-Canton Railway by the Hongkong and Whampoa Dock Co., Ltd., the Railway management are laying rails along the road at Kowloon to the Dock premises and sidings are being constructed near the China Light and Power Co.'s ground. In all the Dock Co. are building eight carriages for the Railway to Samchun will be completed in the regular service to Samchun will be inaugurated. The opening of the line will not be later than the 1st October next.

In reply to the Board of Posts and Communications H.E. Yuan Shu-hsien, the Viceroy of the Liang Kwaang, has stated that the delay in the construction of the Chinese section of the Canton-Kowloon Railway has been caused by the objections offered by the people to the project some time ago. Now the work has made much progress. If there is no emergency in the future the whole section will be completed according to the terms of the agreement.

## SHANGHAI'S FINANCIAL SITUATION.

## EXISTING UNCERTAINTY.

It is evident that some uncertainty exists regarding the precise nature of the financial arrangement made between the foreign banks and the Taotai to cope with the situation caused by the failure of native banks. The loan of Tls 3,500,000 was agreed upon for the purposes of meeting the native orders on the three Chinese banks that were held by the foreign banks, of meeting any other orders on these banks that had been dishonoured and were still held by foreign firms, and, finally, of assisting to stave off the general financial situation.

When it became known that there might be an attempt to divert the benefits of this arrangement to meeting native orders that did not legitimately come within the meaning of the Act, it was decided that there could be no public invitation for the handing over of native orders in the three banks to the foreign banks; but the latter took steps to call in as many as possible. These were subjected to close scrutiny, and the total number honoured by the foreign banks amounted approximately to Tls. 1,600,000. The balance of the loan, i.e. Tls. 1,900,000 (approximately) was handed over to the Taotai, and payment of dishonoured native orders held by foreigners, that "comes within the meaning of the Act," has now to be so got from the Taotai through the Acting Senior Consul. Already, we understand, claims have been registered for sums amounting to over Tls. 1,000,000; but as these will be subjected to a searching examination, the amount finally paid may be considerably reduced. The arrangement is not made for the benefit of Chinese holders of native orders who may have purchased foreigners to include their orders in the foreigners' claim; nor will it be applied to native orders held as collateral security. Chinese creditors must deal direct with the Taotai. There has been some delay on the part of the Taotai in meeting these supplementary claims, as he would seem to have distributed the Tls. 2,000,000 among the native banks without serving any of this sum to meet further foreign claims, and he is now not anxious to disturb the interest thus accumulating. Representations, however, on the subject will be made, and eventually the Taotai's part of the bargain should be satisfactorily discharged.—*N. C. D.*

THE ANEXATION OF KOREA.

TERMS OF THE AGREEMENT.

Korea, August 17.

The anexation of Korea has not yet been proclaimed, but the terms of the agreement concluded for anexition have become known. The full text is not to be published for a few days, as it is being first submitted to the Powers.

The terms of the agreement are said to be that the Emperor of Korea will render the throne and offer his entire dominion as a gift to the Emperor of Japan. The Korean Imperial Family will become members of the Imperial Family of Japan. The present laws respecting foreigners will be annulled from its force in Japan being substituted.

So far there have been no outward developments in Korea.

DELIVERATIONS IN JAPAN.

Tokyo, Aug. 21.

An extraordinary meeting of the Privy Council and Cabinet was held to-day in the presence of the Emperor for the purpose of sending a reply to Korea. A treaty will be signed shortly and will be announced in a few days.—*N. C. D. News.*

CANTON-MACAO RAILWAY.

A Canton despatch states that the Provincial Government of Canton has received instructions from the Board of Posts and Communications in which it is said that the Canton-Macao Railway is regarded as one of the most important lines in Kwangtung. It would be owing to the Government to let this line be delayed in construction, and the finances of the undertaking have therefore been urged to commence the work. They have promised to start the construction very shortly.—*Shan. Kai Tim.*

TYPHOON WARNING.

The telegrams quoted below have been received from the Manila Observatory at the American Consulate-General:—

Manila, August 23, 9:30 a.m.

Cyclone or Typhoon west of Batasi Channel moving W. N. W. or N. W.

Manila, August 23, 9:45 a.m.

Cyclone or Typhoon west of over Batasi Channel developing.

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## THE FAR EAST IN PARLIAMENT.

## CHINA AND THE WEST.

In the House of Lords on August 4, the Marquis of Lansdowne: I wish to ask the noble Earl the Leader of the House whether he has any information to give as to the accuracy of a statement which appeared in *The Times* to-day to the effect that a force consisting of a company of sappers and miners and the 48th Pioneers had been moved to a station on the Dajingting line, and that this station is to serve as a base should operations be undertaken in Tibet.

The Earl of Cawdor: In view of the present disturbed condition of Tibet, the Government of India have thought it necessary to collect at the frontier a sufficient force to enable the trade agencies at Gyantse and Yatung to be speedily reinforced in case they should at any time be in immediate danger of attack. The force which is held in readiness includes one battalion of native infantry, two sections of mountain artillery, and a section of sappers and miners; and also a battalion and a section of sappers and miners will be sent, if necessary, to hold the lines of communication. This force will not cross the frontier unless the protection of our officers renders it necessary, and it will in no circumstances intervene between Tibetans and Chinese, and if it should ever enter Tibet it will be withdrawn as soon as the situation permits.

THE SIAK INDRAPURA CO.

## AN UNFAVOURABLE REPORT.

The following circular was issued on Friday by shareholders in the Siaik Indrapura Rubber Concession, Ltd:—

Siaik Indrapura Rubber Concessions Ltd.

Shanghai, August 19.

Dear Sir or Madam.—You will remember that at the statutory meeting of the above company held on July 14, 1910, your Chairman informed you that an export was being sent by Messrs. Barlow and Co., of Singapore, to visit the estates and report upon them. The export appointed was Mr. Mackenzie, and his report has now been received.

Your Directors regret that Mr. Mackenzie's report, which deals with the unplanting as well as the planted area, is very unfavourable, and there is considerable doubt on Mr. van Hogen's report.

Further operations on the estate have for the present been suspended, and your Directors are taking steps to obtain without delay the opinion of another expert as to the value or otherwise of your property. As soon as the report is received, your Directors propose to call a meeting of the shareholders and lay the whole matter before them.

By order of the Board,

CRAIG & CO., LTD.

## QUELPART ISLAND.

## An official report concerning trade conditions in this country, which has just been published by the Department of Finance, contains an interesting account of the Island of Quelpart. It was prepared by the Detached Office of the Customs House at Mokpo, and chiefly deals with the economical condition of the island. We give therefrom some extracts, which may be found interesting by our readers in general, as follows:—

Quelpart Island is part of the Province of South Cholla province. It is some 150 miles in circumference and 300 square miles in total area. It is the largest of all the Korean island. In the center of this island there stands Mt. Hwang, 6,500 feet above the sea level, and the ground slopes down from the mountain to the sea on all sides. Most of the grounds open for cultivation are dry fields, the principal produce of the soil being millet, wheat, barley, beans, and buckwheat. The climate is temperate and rainfall comparatively abundant, making agriculture easy. Besides the agricultural products above mentioned, the island produces horses, cattle and hogs, while from the surrounding seas, sea-eggs, sardines and useful sea-weeds are taken in considerable quantities. The islanders manufacture Korean hats and wooden combs. These articles are exported in large numbers and constitute largely to the revenue of the people. The total population of the island at the end of February, this year, was 125,423, including 6,359 Korean males, 63,896 females, 16,163 Japanese males, 104 females, one Frenchman (procurably, a Catholic missionary—I), and three Chinese. There are in the island a district office, district court, police station, post office, revenue office, a branch agricultural and industrial bank and a few other public institutions. The communications of the island with Korean ports and Japan were formerly maintained solely by means of sailing vessels, but since June, 1905, a regular steamer service has been opened between the island and Mokpo. It was at the beginning only tri-monthly, but now the steamer *Myoko Maru* visits the island from Mokpo six times per month while two steamers ply between Fusan and the island three times each per month, the fare between Mokpo and the island is 1.50 yen per individual. The islanders have 270 junks between them, which they use mostly when they go out for fishing. Most of the agricultural products are consumed on the island, but marine products are mostly exported. It is estimated that about 30,000 horses and cattle are kept by the islanders. Formerly cattle were exported to Japan in large numbers and formed one of the chief items of export. Since the enforcement of quarantine regulations, the business has fallen to the ground, and now no trade is done in this line.

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CANTON-MACAO RAILWAY.

A Canton despatch states that the Provincial Government of Canton has received instructions from the Board of Posts and Communications in which it is said that the Canton-Macao Railway is regarded as one of the most important lines in Kwangtung. It would be owing to the Government to let this line be delayed in construction, and the finances of the undertaking have therefore been urged to commence the work. They have promised to start the construction very shortly.—*Shan. Kai Tim.*

DELIVERATIONS IN JAPAN.

Tokyo, Aug. 21.

An extraordinary meeting of the Privy Council and Cabinet was held to-day in the presence of the Emperor for the purpose of sending a reply to Korea. A treaty will be signed shortly and will be announced in a few days.—*N. C. D. News.*

CANTON-MACAO RAILWAY.

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TYPHOON WARNING.

The telegrams quoted below have been received from the Manila Observatory at the American Consulate-General:—

Manila, August 23, 9:30 a.m.

Cyclone or Typhoon west of Batasi Channel moving W. N. W. or N. W.

Manila, August 23, 9:45 a.m.

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CHARGE ON OPIUM SMUGGLING.

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CHARGE ON OPIUM SMUGGLING.

</div

## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO'S.

## Royal Mail Steamship Line.

## "EXPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VICTORIA, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPEROR OF INDIA"	"ALLAN LINE"
SATURDAY, SEPT. 17TH.	FRIDAY, OCT. 14TH.
"EMPEROR OF JAPAN"	"EMPEROR OF IRELAND"
SATURDAY, OCT. 8TH.	FRIDAY, NOV. 4TH.
"EMPEROR OF CHINA"	"ALLAN LINE"
SATURDAY, OCT. 29TH.	FRIDAY, NOV. 25TH.

"MONTEAGLE"	TUESDAY, NOV. 8TH.
"EMPEROR OF INDIA"	"EMPEROR OF BRITAIN"
SATURDAY, NOV. 19TH.	FRIDAY, DEC. 16TH.
"EMPEROR OF JAPAN"	"ALLAN LINE"
SATURDAY, DEC. 17TH.	FRIDAY, JAN. 13TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Montague" Steamers will depart from Hongkong at 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).  
£15.10.

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £4.50.

Via New York £4.50.

For further information, Maps, Guide Books, Lists of Passage and Freight, apply to—

D. W. GRADECKI, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SANDAKAN via JEESELTON	MAUSANGI	TUESDAY, 30th Aug., Noon.
TIENTSIN	CHIPSHING	TUESDAY, 30th Aug., Noon.
SHANGHAI	CHOYSANG	WED'DAY, 31st Aug., Noon.
MANILA	LOONGBANG	FRIDAY, 2nd Sept., 4 P.M.
MANILA	YUEHSANG	FRIDAY, 9th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	NAISANG	MONDAY, 12th Sept., Noon.
SGAPORE, PENANG & CALCUTTA	FOOKSANG	WED'DAY, 14th Sept., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kedong" and "Nanking" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Quinsay, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Lashad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

Hongkong, 29th August, 1910.

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CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
CHEFOO & TIENTSIN	KUJINHOU	3rd Aug., 4 P.M.
	TEAN	30th " " 4 P.M.
MANILA	SINGAN	31st " " 4 P.M.
HAIKONG	TAIWAN	31st " " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	CHENAN	1st Sept., 4 P.M.
SHANGHAI	HANGHANG	6th " " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Ahsan, Clemen, Liang, Chihua,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and North China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to—

BUTTERFIELD & SWINE.

General Agents.

Telephone No. 55.

Hongkong, 29th August, 1910.

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HONGKONG—MANILA.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	Captain	For	Sailing Date.
ZAFIRO	8542	A. Fraser	MANILA	SATURDAY, 3rd Sept., at Noon.
SUBLIMA	8540	R. Rodger	MANILA	SATURDAY, 10th Sept., at Noon.

The Sailing or Passage, apply to—

SHEWAN TOME'S & CO.

General Managers.

Telephone No. 140.

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## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Conseiling at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

From Quebec.

"ALLAN LINE"

FRIDAY, OCT. 14TH.

"EMPEROR OF IRELAND"

FRIDAY, NOV. 4TH.

"ALLAN LINE"

FRIDAY, NOV. 25TH.

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TUESDAY, NOV. 8TH.

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## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIS &amp; CO. CORRECTED TO NOON; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	150,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$350,000}	\$2,03,918	£2.5/- for half year ending 31.12.09 @ 6%	5 %	\$320 buyers \$260 sellers
National Bank of China, Limited	90,925	47	46	{ £4,000 \$15,000}	\$10,552	5/- (London 1/6) for 1909	...	376 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ £1,500,000 \$15,000 \$10,000}	none	5/- for 1908	6 %	\$167
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 22,000 Tls. 21,500 Tls. 14,000 \$1,000 \$1,000 \$1,000}	Tls. 207,573	Final of 7/8 making 15/- for 1908	5 %	Tls. 215 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ £1,500,000 \$15,000 \$1,000 \$1,000 \$1,000}	\$287,934	Final of \$10 per share, making in all \$50 per share for 1908 and an interim dividend of \$10 per share for 1909	6 %	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ £1,000,000 \$15,000 \$1,000}	\$7,657	5/- for year ending 31.12.08 and interim of 5/- on account of 1909	7 %	\$200
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$1,000,000 \$15,000 \$1,000}	\$4,8406	5/- and bonus \$2 for 1908	7 %	\$112
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$15,000 \$1,000}	\$4,26,218	5/- for 1908	8 %	\$340 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ £17,713 \$250,000 \$10,000}	Dr. 53,77	5/- for 1906	...	\$121 b. and ss.
Douglas Steamship Company, Limited	30,000	\$50	\$50	{ \$250,000 \$10,000}	...	2/- for year ending 30.6.1908	...	\$27 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$25	\$15	{ £17,500 \$10,000 \$10,545 \$10,100}	\$26,766	Final of \$1/- for account 1910	8 %	\$333 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £18,100 \$750,000 \$100,000}	Dr. 537,8.3	1/- for 1907 on Preference shares only (as 1/-/11/16=5/-, 15/-)	...	\$60 sellers
Do. (Deferred)	60,000	£5	£5	{ \$1,000,000 \$750,000 \$100,000}	...	3rd in. of 5/- per share (coupl. No. 12), making 1/- in all 4/- for 1908 & interim of 1/- for ac. '09	5 %	877 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£12	£12	{ £1,000,000 \$750,000 \$100,000}	...	A dividend of 7 1/2% for yr. ending 30.4.1910	5 %	824 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000}	...	A bonus of 5 %	48 %	\$12 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$20,000 \$50,000}	Dr. \$1,000	5/- per share for 1909	6 %	\$165 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$20,000 \$50,000}	Dr. \$15,893	5/- for 1907	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$20,000 \$50,000}	Tls. 6,02	5/- for year ending 31.3.09	...	Tls. 800 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £15,000 \$12,283}	Dr. 51,435	Interim of 1/- for 1908 (coupl. No. 14)	9 %	Tls. 16
Headwaters Mining Company	50,000	Pa. 10	Pa. 10	none	...	First year	...	Pa. 13
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	none	...	5/- per share 13th dividend	5 %	571 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	...	Final of Gold \$0.65 for 1909 in all G \$1.15	41/-	41/-
Docks, WHARVES & GODOWNS.	18,000	\$25	\$25	...	Dr. 58,460	5/- for year ending 31.12.06	...	591 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$250	\$50	{ \$1,500,000 \$3,195 \$40,000}	\$204,847	5/- for 1909	41 %	\$533 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,500,000 \$3,195 \$40,000}	...	Interim of 5/- for account 1909	...	151 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 1,00,000 Tls. 607,357 Tls. 50,000}	Tls. 4,26	Final of Tls. 5/- making Tls. 6 in all for 1.9/10	61 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	50,000	Tls. 100	Tls. 100	{ Tls. 1,50,000 Tls. 125,000}	...	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$1,000}	...	Tls. 6 for year ending 29.2.09	51 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$1,000}	...	\$1.20 on old and 60 cents on first new issues	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$1,000 \$1,000}	...	\$1.20 on old shares and 1.30 on new shares	2 %	\$104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$1,000 \$1,000}	...	5/- for half year ending 31.12.09	2 %	\$100 ss. and b.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,000 \$1,000}	...	Final of 5/- for year and 3.1.09	7 %	184 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$20	none	...	5/- for 1909	61 %	\$12 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,52,045 Tls. 30,000}	...	Interim of Tls. 3 for 1910	61 %	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	none	...	Final of \$1.8/- making in all 3.80 per share for 1908	88 %	\$32 sellers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 40,098}	...	Tls. 11 for year ending 31.12.09	81 %	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000 \$1,000}	...	50 cents for year ending 31.7.08	10 %	53
International Cotton Manufacturing Company, Ltd.	20,000	Tls. 75	Tls. 75	{ Tls. 175,000 \$100,000 \$100,000}	...	Tls. 71 for year ending 30.9.09	12 %	Tls. 578
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	...	...	Tls. 6 for 1909	9 %	Tls. 68
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	{ Tls. 1,75,725 Tls. 1,75,725}	...	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £7,000 \$60,000}	...	15 % per share for 1908	6 %	58 sellers
China-Borneo Company, Limited	50,000	£12	£12	{ \$1,000 \$1,000}	...	60 cents for 1909	...	\$8 b. and ss.
China Light and Power Company, Limited	50,000	£5	£5	none	...	60 cents for year ended 28.2.08	...	\$140 buyers
Do. Do. Special shares	50,000	£1/2	£1/2	...	...	60 cents for 1909	...	88 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	...	...	80 cents for 1909	9 %	88 buyers
Dairy Farm Company, Limited	40,000	5/-	5/-	...	...	81,70 for year ending 31.7.09	61 %	819 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000 \$1,000}	...	81,90 for 1909	10 %	533 sellers
H. Price & Company, Limited	12,000	\$10	\$10	none	...	81,90 per cent. viz. \$1.40 for 1909	12 %	\$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000 \$1,000}	...	81,90 per cent. viz. \$1.40 per share and a bonus of 5/- per share	6 %	\$60 buyers
Hongkong Ice Company, Limited	5,000	£25	£25	...	...	Final of 5/- for 1909	6 %	\$335 buyers
Hongkong Rose Manufacturing Company, Ltd.	60,000	£10	£10	{ \$1,000 \$1,000}	...	Final of 5/- making in all 5/- for 1910	9 %	51 sellers
Maatschappij tot Mijn-, Bosch- en Landbouwbedrijf te Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 61,924}	...	1st interim dividend of Tls. 12/- for 1910	5 %	Tls. 1,303 ss.
Peak Tramways Company, Limited	25,000	£10	£10	...	...	5/- on fully paid shares and 5/- cents div.	5 %	574 sellers
Peak Tramways Company (new)	30,000	£10	£10	...	...	5/- paid shares for year ending 30.4.10	5 %	5150 sellers
Philippine Company, Limited	75,000	£10	£10	...	...	None	...	560 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 21,823 Tls. 100,000}	...	No dividend this year	2 %	Tls. 155
Societe des Pulperies et Papeteries du Tonkin	13,200	£25	25	none	...	First year	...	550 sellers
Bedding shares	50	Bedding	...	none	...	None	...	\$300 Hongkong currency
Halpinong	...	...	...	none	...</			